

# TRADING IS ABOUT LIGHTEST OF YEAR

Price Changes on Stock Market  
Not Worth Record-  
ing.

## WALL STREET DESPONDENT

Some Important Reductions of  
Gross Earnings Re-  
ported.

[Special to The Times-Dispatch.]  
New York, September 10.—Trading in the stock market to-day was about the lightest of the year. Price changes were not worth recording. Reading, Union Pacific and Steel were slightly active. The steel trust showed a decrease in volume on hand of 452,803 tons on September 1, as compared with August 1. The volume on the latter date was 3,527,123 tons. The bank statement showed a loss in surplus reserves of \$11,828,575. Loans increased \$10,461,000, and cash decreased \$12,130,000. The large increase of loans was due to the transfer of loans from the trust companies to the national banks. The banking condition was stronger at the close of the week, however, so the average of the actual statement of conditions at the end of the week showed a loss in cash of only \$1,187,200 and a loss in surplus of \$3,794,575.

Dull trading, with a lower range of prices, left Wall Street despondent at the close of the week. Most of the brokerage houses did not make their current expenses. Business was dull in bonds as well as in stocks. The only bursts of activity throughout the week were when attacks were made on some weak issues here and there, notably American Hide and Leather and International. At the close of the week, the I. C. C. hearing on freight rates encouraged the hope, through the arguments made, that a return advance of rates were to be permitted. Another hearing that had a depressing effect was the graft investigation by the State legislative committee.

Nothing of importance to the stock market can possibly come out of this, but it rouses the fear that all books of all bankers and brokers will be dragged to court, and men hesitate to do business, fearing that even their legitimate transactions will be made public.

For the first time this year some important reductions of gross earnings were reported. The loss of this connection is not able to lose the money. Northern Pacific lost much more heavily in gross earnings than it did last year, but the company has a large surplus. The Lackawanna also reported a loss in gross.

The annual report of St. Paul showed that the company did not earn any of its common dividend.

The fact was finally established beyond question that the United States Southern Pacific have entered upon a program of restricted operations. The orders thus far given will mean tens of millions of dollars less expended in the next twelve months than last year. The company will do no more than keep its property in good physical shape until the government puts in regard to rates is fully developed. This policy is being adopted by other roads, and several have already announced a loss of wages will be paid out for extra work than had been expended. This restriction of operations by the railroads and the dull market in Wall Street have left the banks with no strain except for the crop-moving money. The demand for it is greater than usual, as the crops this year are being moved at a very high price and are larger than the average.

While wheat falls under the record of last year, corn and oats both promise bumper crops. The yield in wheat above 2,900,000,000 bushels and 1,000,000,000 bushels, respectively. The coffee crop is worrying many who have sold options far in the future and now discover that since May 31 there have been only six soaking rains in Brazil. As a result, the coffee crop is threatened and expected to be only 1,000,000 bags will be produced this year, although the public consumed 15,000,000 bags last year of the Brazilian crop. This threatened shortage of 4,000,000 bags has already caused a sharp advance in options, and the technical condition of the option market is such that any further movement upward is generally expected.

**Small Dealings on Curb.**  
The transactions on the curb market to-day were on a small scale and without importance. Intercontinental Rubber rose to 32 and closed a fraction under that price. May 11 rose to 80, where it closed. Chino, Miami and Ray Central were all strong.

The number of shares sold to-day was 58,960, a year ago 100,154. Par value of bonds sold to-day, \$679,000; a year ago, \$3,845,000. Express companies have agreed to guarantee cotton bills for several important brokerage firms and banking houses, which will facilitate the movement of the crop. As bankers have been demanding a guarantee in view of the frauds of last season.

The number of idle freight cars decreased 13,733 from the end of the two weeks ended August 31, according to the report of the American Railway Association Company, on relations between railroads and shippers. A large increase in the shortage was also noted, there being a demand for 9,333 more cars than available. The number of idle cars now at various levels of the country is 10,602. Subtracting the shortages there is a net surplus of 50,729 cars.

Anthracite coal shipments in August amounted to 4,096,413 tons, or 9,012,851 for the year which ended with the last day in August. Total shipments last year were 40,170,765 tons.

**New York, September 10.—Money** closed: Prime mercantile paper, 5 1/2 to 6 per cent; sterling exchange easy, with actual business in bankers' bills at \$4.8320 to \$4.8340 for sixty-day bills, and at \$4.85 for demand. Silver \$1.42 1/2 to 1.43 1/4. Bar silver \$1.42 1/2 to 1.43 1/4. Government bonds steady. Railroad bonds irregular.

**RICHMOND STOCK MARKET.**  
By Richard W. Maury,  
Stock and Bond Broker, 1015 E. Main St.,  
Richmond, Va., September 10, 1910.

**SALES AT BOARD.**  
Virginia Centuries—1,000 at 85 1/2; 200 at 85 1/2; 1,000 at 85 1/2.

**STATE SECURITIES.** Bid. Asked.  
Virginia 2s, Old, C. and R., 1913... 84  
Centuries, 2s, C. and R., 1910... 85 1/2

**RAILROAD BONDS.**  
A. C. L. R. Co. Tr. 4 p. c. 1910... 93  
C. and O. R. and A. Gen'l 4 p. c. 1910... 100  
Georgia Pacific 1st 5s, C. 1912... 110

**Thomas Branch & Co.**  
(Established 1838)  
MEMBER  
New York Stock Exchange  
New York Cotton Exchange  
Private Wires to  
Principal Markets

## Official Range and Sale of Stocks in New York

By THOMAS BRANCH & CO., Bankers and Brokers.					By THOMAS BRANCH & CO., Bankers and Brokers.				
SALES.	Open.	High.	Low.	Closing.	SALES.	Open.	High.	Low.	Closing.
Amer. Agri. Chem. com. ....	44 1/4	44 1/4	44 1/4	44 1/4	Illinois Central .....	15 1/4	15 1/4	15 1/4	15 1/4
Allis-Chalmers, pfd. ....	8	8	8	8	Int. Metropolitan, pfd. ....	48 1/4	48 1/4	48 1/4	48 1/4
American Can. ....	7 1/4	7 1/4	7 1/4	7 1/4	Int. Mer. Marine, com. ....	11 1/4	11 1/4	11 1/4	11 1/4
American Can. pfd. ....	48	48	48	48	International Paper .....	46	46	46	46
Amer. Car and Foundry, pfd. ....	11 1/4	11 1/4	11 1/4	11 1/4	Int. Paper, pfd. ....	28	28	28	28
American Cotton Oil .....	12	12	12	12	Kansas City S. & M. pfd. ....	10 1/4	10 1/4	10 1/4	10 1/4
Amer. Lined Oil, com. ....	21	21	21	21	Louisville and Nashville .....	120	120	120	120
Amer. Lined Oil, pfd. ....	31	31	31	31	Manhattan .....	20 1/4	20 1/4	20 1/4	20 1/4
American Locomotive .....	80 1/4	80 1/4	80 1/4	80 1/4	Mo. Kan. and Tex. pfd. ....	21	21	21	21
Amer. Locomotive, pfd. ....	100	100	100	100	Missouri Pacific .....	62 1/4	62 1/4	62 1/4	62 1/4
American Malt, pfd. ....	12	12	12	12	National Steel, pfd. ....	111 1/4	111 1/4	111 1/4	111 1/4
American Smelting .....	60 1/4	60 1/4	60 1/4	60 1/4	N. Y. Ont. and West'n .....	25 1/4	25 1/4	25 1/4	25 1/4
American Sugar .....	13 1/4	13 1/4	13 1/4	13 1/4	Norfolk and Western .....	10 1/4	10 1/4	10 1/4	10 1/4
American Tobacco .....	400	400	400	400	Northern Pacific .....	27 1/4	27 1/4	27 1/4	27 1/4
Anacosta Copper .....	97 1/4	97 1/4	97 1/4	97 1/4	Peoples Gas .....	30 1/4	30 1/4	30 1/4	30 1/4
Atlantic Coast Line .....	108 1/4	108 1/4	108 1/4	108 1/4	Pressed Steel Car, pfd. ....	92 1/4	92 1/4	92 1/4	92 1/4
Baltimore and Ohio .....	103	103	103	103	Ry. Steel Spring, com. ....	29 1/4	29 1/4	29 1/4	29 1/4
Brooklyn Rapid Transit .....	73 1/4	73 1/4	73 1/4	73 1/4	Reading .....	128 1/4	128 1/4	128 1/4	128 1/4
Central Leather .....	32 1/4	32 1/4	32 1/4	32 1/4	Republic .....	128 1/4	128 1/4	128 1/4	128 1/4
Chesapeake and Ohio .....	72 1/4	72 1/4	72 1/4	72 1/4	Republic I. and S. pfd. ....	29 1/4	29 1/4	29 1/4	29 1/4
Chicago Great West'n .....	112 1/4	112 1/4	112 1/4	112 1/4	Rock Island .....	63 1/4	63 1/4	63 1/4	63 1/4
Chgo. & N. W. St. Paul .....	110 1/4	110 1/4	110 1/4	110 1/4	Rock Island pfd. ....	29 1/4	29 1/4	29 1/4	29 1/4
Chicago and Northw. ....	143 1/4	143 1/4	143 1/4	143 1/4	Salt Lake .....	111 1/4	111 1/4	111 1/4	111 1/4
Chgo. & N. W. St. Paul .....	110 1/4	110 1/4	110 1/4	110 1/4	Southern Pacific .....	22 1/4	22 1/4	22 1/4	22 1/4
Colorado Fuel and Iron .....	29 1/4	29 1/4	29 1/4	29 1/4	Southern Railway, pfd. ....	600	600	600	600
Colorado Southern .....	13 1/4	13 1/4	13 1/4	13 1/4	Tennessee Copper .....	29 1/4	29 1/4	29 1/4	29 1/4
Col. and South, 1st pfd. ....	11 1/4	11 1/4	11 1/4	11 1/4	Texas Pacific .....	165 1/4	165 1/4	165 1/4	165 1/4
Consolidated .....	128 1/4	128 1/4	128 1/4	128 1/4	Union Pacific .....	105 1/4	105 1/4	105 1/4	105 1/4
Crucible Steel, pfd. ....	161 1/4	161 1/4	161 1/4	161 1/4	United States Steel, pfd. ....	115 1/4	115 1/4	115 1/4	115 1/4
Delaware and Hudson .....	161 1/4	161 1/4	161 1/4	161 1/4	Va. Car. Chem. ....	68	68	68	68
Distillers Sec. Cor. ....	26	26	26	26	Va. Car. Chem. pfd. ....	121 1/4	121 1/4	121 1/4	121 1/4
East St. pfd. ....	43 1/4	43 1/4	43 1/4	43 1/4	Wabash .....	16 1/4	16 1/4	16 1/4	16 1/4
Fed. Min. and Sm. pfd. ....	53 1/4	53 1/4	53 1/4	53 1/4	Wabash pfd. ....	36 1/4	36 1/4	36 1/4	36 1/4
Federal Electric .....	140 1/4	140 1/4	140 1/4	140 1/4	Western Union .....	62 1/4	62 1/4	62 1/4	62 1/4
Great Northern Ore. ....	54 1/4	54 1/4	54 1/4	54 1/4					

## CLOSING BOND QUOTATIONS

American Tel. and Tel. conv. 4s. ....	100 1/4	Chicago, R. I. and Pac. Ry. 4 1/2s. ....	89
American Tobacco 4s. (old) .....	79 1/4	Colorado and Southern ref. ex. 4 1/2s. ....	96 1/4
American Tobacco 4s. (new) .....	100 1/4	Denver and Rio Grande ref. ex. 4 1/2s. ....	91 1/4
Atchafalaya 4s. (old) .....	100 1/4	Atchafalaya 4s. (new) .....	100 1/4
Atchafalaya 4s. (new) .....	100 1/4	Atchafalaya 4s. (old) .....	100 1/4
Atlantic Coast Line 4s. ....	108 1/4	Interborough Rapid Trans. 4s. ....	78 1/4
Brooklyn Rapid Transit 4s. ....	73 1/4	Int. Mer. Marine 4s. ....	62 1/4
Central Leather 4s. ....	32 1/4	Kansas City S. & M. 4s. ....	97 1/4
Chesapeake and Ohio 4s. ....	72 1/4	Louisville and Nashville 4s. ....	120
Chicago Great West'n 4s. ....	112 1/4	Missouri Pacific 4s. ....	73 1/4
Chgo. & N. W. St. Paul 4s. ....	110 1/4	Missouri Pacific 4s. (old) .....	98 1/4
Chicago and Northw. 4s. ....	143 1/4	Norfolk and West'n 4s. (old) .....	29 1/4
Chgo. & N. W. St. Paul 4s. ....	110 1/4	Norfolk and West'n 4s. (new) .....	29 1/4

In crabs, other sections, 400... 24  
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**STREET RAILWAY BONDS.**  
Va. Ry. and Power Co. 4s. 1914... 91  
STREET RY. STOCKS. Par.  
Va. Ry. and Power Co. pfd. .... 100 1/4  
Va. Ry. and Power Co. 4s. 1914... 91

**RAILROAD STOCKS.**  
Atlantic Coast Line 4s. .... 108 1/4  
Baltimore and Ohio 4s. .... 103  
Brooklyn Rapid Transit 4s. .... 73 1/4  
Central Leather 4s. .... 32 1/4  
Chesapeake and Ohio 4s. .... 72 1/4  
Chicago Great West'n 4s. .... 112 1/4  
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Chgo. & N. W. St. Paul 4s. .... 110 1/4  
Colorado Fuel and Iron 4s. .... 29 1/4  
Colorado Southern 4s. .... 13 1/4  
Col. and South, 1st pfd. .... 11 1/4  
Consolidated 4s. .... 128 1/4  
Crucible Steel, pfd. .... 161 1/4  
Delaware and Hudson 4s. .... 161 1/4  
Distillers Sec. Cor. 4s. .... 26  
East St. pfd. .... 43 1/4  
Fed. Min. and Sm. pfd. .... 53 1/4  
Federal Electric 4s. .... 140 1/4  
Great Northern Ore. 4s. .... 54 1/4

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